

The embodiments of the invention for which as exclusive privilege and property right is claimed are defined as follows:

1. An aircraft flight risk measuring system for analyzing risks related to a flight of an aircraft, a user of the system can be a flight dispatcher, an owner/operator, a pilot and an interested party, the risk measuring system comprising:

a risk management server system computer, said system computer having a two-way communication with a user computer;

an accident history database connected to said system computer for providing accident reports related to the aircraft and other accident data;

a navigation database connected to said system computer for providing airspace data, radio navigation aids, preferred routes, elevation data, geographic data and information related to a destination airport; and

a non-static database connected to said system computer for providing live information related to weather forecasts and data related to the aircraft's flight.

2. The risk measuring system as described in claim 1 further including a two-way communication between said system computer and an aircraft computer on board the aircraft, the two-way communication for receiving and transmitting encoded current data from the aircraft when the flight is in progress.

3. The risk measuring system as described in claim 2 further including a flight data plan inputted to said system computer from said aircraft computer and prior to the flight of the aircraft.

4. The risk measuring system as described in claim 2 further including a flight alert signal sent to said aircraft computer from said system computer when a risk threshold is reached, the risk threshold reached by said system computer when processing certain data received from said accident history database, said navigation database, said non-static database and in-flight data from the aircraft.

5. The risk measuring system as described in claim 1 further including a flight data plan inputted to said system computer from said user computer by the user of the system and prior to the flight of the aircraft.

6. The risk measuring system as described in claim 1 further including a risk management report for review by the user of the system, said report generated by said system computer based on data received from said accident history data, said navigation database and said non-static database.

7. The risk measuring system as described in claim 1 further including a flight alert signal sent to said user computer from said system computer when a risk threshold is reached, the risk threshold reached by said system computer when processing certain data received from said accident history data, said navigation database and said non-static database.

8. An aircraft flight risk measuring system for analyzing risks related to a flight of an aircraft, a user of the system can be a flight dispatcher, an owner/operator, a pilot and an interested party, the risk measuring system comprising:

a risk management server system computer, said system computer having a two-way communication with a user computer;

an accident history database connected to said system computer for providing accident reports related to the aircraft and other aircraft;

a navigation database connected to said system computer for providing airspace data, radio navigation aids, elevation data, geographic data and information related to a destination airport;

a non-static database connected to said system computer for providing live information related to weather forecasts and data related to the aircraft's flight; and

a risk management report for output to said user computer for review by the user of the system, said report generated by said system computer based on data received from said accident history database, said navigation database and said non-static database.

9. The risk measuring system as described in claim 8 further including a two-way communication between said system computer and an aircraft computer on board the aircraft, the two-way communication for receiving and transmitting encoded current data from the aircraft when the flight is in progress.

10. The risk measuring system as described in claim 9 further including a flight alert signal sent to said aircraft computer from said system computer when a risk threshold is reached, the risk threshold reached by said system computer when processing certain data received from said accident history data, said navigation database, said non-static database and in-flight data from the aircraft.

11. The risk measuring system as described in claim 9 further including flight data plan inputted to said system computer and said aircraft computer prior to the flight of the aircraft.

12. The risk measuring system as described in claim 8 further including a flight data plan inputted to said system computer from said user computer by the user of the system and prior to the flight of the aircraft.

13. The risk measuring system as described in claim 8 further including a flight alert signal sent to said user computer from said system computer when a risk threshold is reached, the risk threshold reached by said system computer when processing certain data received from said accident history database, said navigation database and said non-static database.

14. A method of measuring aircraft flight risk, a user of the method can be a flight dispatcher, an owner/operator, a pilot and an interested party, the steps comprising:
programming a risk management server system computer for receiving a two-way communication data from a user computer;

inputting accident history data from an accident history database connected to the system computer and providing accident reports related to the aircraft and other aircraft;

inputting navigation data from a navigation database connected to the system computer and providing airspace data, radio navigation aids, elevation data, geographic data and information related to a destination airport; and

inputting non-static data from a non-static database connected to the system computer for providing live information related to weather forecasts and data related to the aircraft's flight.

15. The method as described in claim 14 further including the step of providing two-way communication between the system computer and an aircraft computer on board the aircraft and receiving and transmitting encoded current data from the aircraft when the flight is in progress.

16. The method as described in claim 14 including the step of inputting a flight data plan to the system computer from the aircraft computer and prior to the flight of the aircraft.

17. The method as described in claim 15 further including the step of inputting a flight alert signal to the aircraft computer from the system computer when a risk threshold is reached, the risk threshold reached by the system computer when processing certain data received from the accident history database, the navigation database, the non-static database and current in-flight data from the aircraft.

18. The method as described in claim 14 further including inputting a flight data plan to the system computer from the user computer by the user and prior to the flight of the aircraft.

19. The method as described in claim 14 further including outputting a risk management report for review by the user of the system from the system computer based on data received from the accident history database, the navigation database and the non-static database.

20. The method as described in claim 14 further including outputting a flight alert signal to the user computer from the system computer when a risk threshold is reached, the risk threshold reached by the system computer when processing certain data received from the accident history database, the navigation database and the non-static database.